

Train Gamers Gazette

A Train Gamers Association, Inc Newsletter

Spring 1996

Volume 3 Number 1

A Special Issue on European Train Gaming:

**A Day with Francis Tresham
On Italian Train Gaming**

**Listings of 18xx variants by European
Train Game Designers
and**

The Pere Marquette: An 1830 Variant

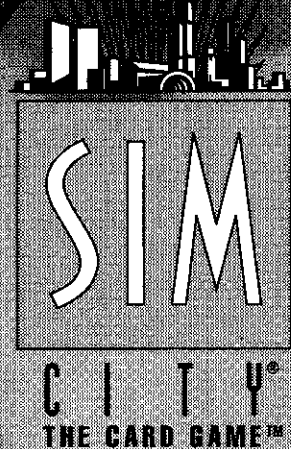
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Train Gamers Gazette

A Train Gamers Association, Inc Newsletter

Spring 1996

Volume 3 Number 1

An Issue Devoted to Train Gaming in Europe

Feature

- page 4 **A Day with Francis Tresham**
Dean Washburn spends a day with Francis Tresham at his home in England and comes away with thoughts to ponder.
by Dean Washburn

Game Insert/Variant

- page 7 **The Pere Marquette Railroad**
An 1830 variant from Federico Vellani, the innovative Italian designer of many 18xx titles and a leading light in Italian 18xx tournaments.
by Federico Vellani

Departments

- page 2 **Letter from the Editor**
- page 4 **Convention News**
- page 11 **Game Designer Bio of Federico Vellani**
- page 11 **On Italian 18xx Gaming**
- page 13 **Game Review: 1837**
- page 14 **The Manifest**
- page 16 **Puffing Billy Tournament™ Results**
- page 16 **TGA Member Rankings**

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Publisher

Train Gamers Association, Inc

Editor-in-Chief

Heather Barnhorst

Assistant Editors

Bill Wordelman

Elaine Wordelmann

Contributors

Colin Barnhorst

Federico Vellani

Dean Washburn

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The Train Gamers Association was organized to foster and promote train gaming on both the national and local levels. We boast of members from Australia, Canada, England, Italy and the U.S. with many train game designers and manufacturers participating in our organization. Membership benefits include a TGA t-shirt, access to the Train Gamers Directory, information about local TGA gaming clubs forming around the country, participation in the TGA Train Gamers Ranking System, news on Puffing Billy Tournaments™, reports on RailCon '96, the national train gaming conference, and a subscription to the Train Gamers Gazette. Each issue comes with at least one game variant/insert.

The following game inserts appeared in the past issues: Fall 1994: 1835 Minor Variant; Winter 1994: 1830 Debt Variant; Spring 1995: Rails to the South Pole, Transatlantic Rails; Summer 1995: The Coalfields Variant; Fall 1995: Joint Venture Agreements; Winter 1995: A Christmas Potpourri

READ THIS BEFORE YOU READ ANYTHING ELSE!!!

Dear Friends,

I love the TGA, you know that, or I wouldn't be doing this. And I think that goes for Mark Smith who does the TGA web page and the TGA board members. It can't be for the pay because we don't get any.

Which brings me to that touchy subject—money. I'll be blunt. The TGA is broke. Let me say that again—the TGA is broke.

At least temporarily until the convention season heats up. That means we have no money to print the second edition of the Puffing Billy handbook, no money to order t-shirts, no money to purchase 1996 TGA pins, no money for offices supplies or to fund our web sit. I'll be honest it was touch and go whether or not we could print the Spring issue of the TGG. And then it was touch and go whether or not we had enough money to mail it!

We are looking into ways of bringing more money into the organization: Raising advertising rates and exploring different avenues of advertising, raising TGA memberships, charging fees for the PBC Handbook and charging conventions a small fee for Puffing Billy Tournaments being run.

But there are ways that you can help:

Have you renewed your membership for 1996?

Letter from the Editor

Have your friends renewed theirs? Do you know any train gamers who don't know about the TGA. Tell them about us, urge them to join. Purchase a gift membership for them.

Are you attending Rail-Con '96? Send us your convention membership early. Tell your friends about this great event. Again, urge them to attend.

We still have the KC Lancaster train print for sale at the incredibly, inexpensive price of \$10. Buy one, two, heck a dozen. You'll be getting great train art and supporting the TGA at the same time!

Consider purchasing a lifetime membership. That's right, a lifetime membership. Never worry about renewing again. It is \$500 but worth it. Show your support for the TGA in a way that will last for a life time and help us in our infancy.

Yes, our financil picture is grim but I have faith that the TGA will continue to grow and achieve all our dreams, I really do, but for now, I leave you with this:

In the words of that eternal optimist, Blanche Dubois— "I have always relied on the kindness of strangers."

Heather Barnhorst

A Day with Francis Tresham

by Dean Washburn

In 1979, while attending a local game convention, my friend, Steve, and I learned a new and unique game under the tutelage of Colin Barnhorst. After playing this game—**1829**—I determined to find a copy for myself. After several games of **1829**, I was hooked...

May 29, 1995 and I've just boarded the train at London's Euston Station that will take me to Leighton Buzzard to visit with Francis Tresham, the man who created **1829**, **1830**, **1853**, **Civilization**, **Spanish Main** and several other games. As the train left the station and headed out through the suburbs of London on what seemed fairly rough trackage, I wondered if I would have built my London & North Western Railway here. Probably not. The people I play with rarely let me have the LNWR.

Forty five minutes out of London the train stopped at the Leighton Buzzard station. Just my luck! The up-to-now intermittent rain started coming down heavier as I walked onto the platform and no one was waiting for me. Due to a number of circumstances, Francis and I hadn't been able to coordinate my arrival time so I called him from the station.

I had met him briefly the year before at Origins in San Jose but I didn't object to his suggestion that I could recognize him as the

older gentleman with an **1829** game box under his arm. Within a short time he arrived at the station and, sure enough, he carried an **1829** box—red, not green— under his arm.

A short drive from the station and pulled up to the modest duplex the Treshams call home. I met Francis' wife, Eileen, his daughter, Isabella, and his son, Edmund. I had expected to find a large collection of games but was somewhat disappointed to find that Francis, while a prolific designer of games, doesn't own many copies of games other than his own (Most of the games he does have are the copies of 18xx games that he requires before he will grant license to use his unique tile and stock system.). He admitted that he spent about thirty percent of his game-playing time on railway games, but then qualified that statement by stating that even that percentage was due to his current development of **1825**, his newest 18xx game. He showed me mock-ups of some of the game boards and the computerized designs for the other boards. While I found them fascinating, I had to admit to him that I was mainly interested in past designs rather than future projects.

With that, he had Edmund bring out **Mainline**, which I had never seen before nor even heard of. He explained that he had designed **Mainline** for a group he occa-

sionally gamed with. The tile play was similar to what we now know as 18xx games, but the map was abstract and in the shape of a diamond. While a fun rail building game, he had decided that **Mainline** lacked something: a touch of reality. So he had decided to place the **Mainline** game system onto a map of southern England and, voila, **1828**. I took a double take when I saw the map—it looked exactly like my **1829** board except for the name. He explained that he later had decided to name the game **1829** to be more historically accurate. The other part of the game system, the stock manipulation/stock market system evolved from his play of another game, **Monopoly**. Unlike this perennial favorite where the money circulates and eventually ends up in the hands of one player and the other players drop out of the game along the way, he wanted a game where the system allowed players to generate money by their own play and where no player was ever out of the game until the game ended. He then dropped the bomb on me; it seems the initial design was not a railway game at all, but an airline game where commodities moved from place to place.

Fortunately for me and a lot of other gamers, the people in his group were interested in railways so he changed the game to a railway game.

I had never really thought about the evolution of the stock market before except that there must have been some complex formula that determined the initial prices of the stock. Not entirely true. It seems that after deciding that 100, 90 and 82 were proper starting prices and the subsequent designing of his trains, Tresham noticed that his stencil set still had a lot of sevens, sixes, and ones.

convention news

Following is a listing of sanctioned Puffing Billy Tournaments taking place in future months.

Egyptian Campaigns

March 29-31, 1996
Carbondale, IL
Puffing Billy Conductor:
Trella Wilhite

The Valley Games Day

March 31, 1996
Lord Fairfax Community
College
Middletown, VA
Puffing Billy Conductor:
Mark J. Smith

ShaunCon

April 5-7, 1996
Kansas City, MO
Puffing Billy Conductor:
Jay Tummelson

18xx Con (WayneCon)

April 12-13, 1996
Colorado Springs, CO
Info: Wayne@Will@aol.com
Puffing Billy Conductors:
Wayne Williams
Ty Hare
A special, TGA-sanctioned 18xx
daily tournament

Games Fair

April 19-21, 1996
Spokane, WA
Puffing Billy Conductor:
Faith Price

M&H Ironrail

May 17-19, 1996
Schenectady, NY
Info: Carl Burger
c/o Studio Bridge & Games
1639 Eastern Parkway
Schenectady, NY 12309
518.246.3773
Puffing Billy Conductor:
Carl Burger
The first official "Ironman"
Puffing Billy Tournament. Also
includes a straight Puffing Billy
Tournament schedule

WolfCon 997

May 17-20, 1996
Old Orchard Inn
Wolfville, NS
Canada
Info: Web Site

continued on page 5

Now, I understand the rationale for the remaining companies' starting prices of 76, 71, 67, etc.

We took a break for lunch and drove to a local pub, the Globe Inn. After we ordered and obtained a couple of local brews, we went outside to side down. The Globe is situated alongside the Grand Union Canal and, while we were sitting there discussing transport in general and water transport in specific, a beautiful boat pulled up and docked. The boat was reminiscent of the style of canal boats once used on the Erie Canal, except that this one was motorized and was painted in a color scheme that reminded me of the colors of the Midland Railway. My remarks about the boat and a few curious questions revealed what I believe to be Francis' true passion—canal boats!

Francis spends at least three afternoons each week helping out at the Wyvern Shipping Company Limited, a firm which rents canal boats to vacationers (generally families). He uses his skills as a retired engineer to inspect the boats, make or order any necessary repairs, and give orientation rides to renters who have never handled one of these craft before. On one rare occasion, Edmund and he were called upon to retrieve one of the company's boats from a few miles away when, apparently the crew and captain had a disagreement and the crew mutinied and abandoned the boat.

I commented that the canal boats were very much like the houseboats which tourists rented on the Mississippi river near where I had grown up. So, after lunch, Francis took me over to Wyvern shipping and, as luck would have it, found a boat in. I looked over the boat closely—the roominess

of this narrow boat surprised me. I could understand why these craft were best suited for a family; if you didn't know your fellow travelers well when you started your journey, you would by your trip's end.

I also learned about the color schemes for the boats. All the major boat rental companies have their own scheme, much like the old railways of Britain. Wyvern Shipping's livery is a light blue with a red trim.

After the visit to the boatyard, Francis took me up to Milton Keynes, just a little to the north of Leighton Buzzard to look at the aqueduct. We walked along the canal and watched the boats negotiate their way through the locks. It was interesting to watch as the children (crew) opened and closed the locks while their father (captain) handled the tiller and throttle. Further along the canal to the aqueduct, itself, we studied this impressive feat of engineering completed nearly a hundred years ago and which allowed the canal to pass approximately thirty feet *above* the Ouse river. From the side, Milton Keynes aqueduct looked like any old railway or road bridge but when you saw a boat going across it, it seemed positively impressive.

During our walk we talked about many places around the world where Francis had lived and worked during his career. Most fascinating were his times in Israel and South Africa. My favorite recollection is his tale of catching the train for Jo'burg (Johannesburg) to Durban. He was unable to catch the shiny, modern train and instead caught a later train which was older but had more character—polished wood trim and open air platforms between the cars were something that the modern train didn't have.

Francis stood on the platform and watched the veldt by the light of the full moon...

Back at his home, we continued looking through his games. I was pleased to be able to see an early version of **Civilization**, where there were areas on the board with a population level of 0; i.e. where population could only exist if a civilization had learned agriculture. I also took a look at his collection of 18xx games, probably the only complete collection I shall ever see.

It was then that I was surprised to learn the reason that **1830** had been delayed from its original release date. The playtesters at Avalon Hill moved the C&O from its location along Lake Erie to its true start position at Richmond. They then could not understand why the play of the game was unbalanced. The debate came down to a standard argument that rages even today—whether to have a game that played well versus a game that was truly historically accurate. Francis admitted that the C&O didn't even get Cleveland until 1919. But, we all know who won that argument.

The games I mentioned at the start of this article are not the only ones that Francis has designed. He showed me a special inner track that he designed for his own use with **Monopoly**. He also designed an interesting stock game which was marketed briefly in England without a great deal of success. What I found fascinating about the stock market was that a company could only rise in value if the space above its current price stood vacant; on the other hand, if a stock price fell, it went to the next available lower price which could be a long drop. He also described a mechanical game of horse racing that created some years ago. It was based on a

random principle of string wrapping around an axle. Unfortunately, the number three horse seemed to win more often than any of the others.

One of the truly delightful British traditions is tea time. I was happy to be invited to take tea with Francis and his family. While enjoying our tea and various pastries, we watched a video of the marching band of his children's school. I couldn't resist saying that I recognized that tune as *My Country 'Tis of Thee* knowing full well that in Britain it is only known as *God Save the Queen*. This led to a discussion of the American version of the English language versus the English version. With the time getting late, I decided to head back to London. Francis took me back to the train station and I caught my train just as it started to rain again.

When I left London, I had purchased a ticket to Northampton and return, as well, having formed the intention of going on after I visited with Francis in Leighton Buzzard. In the end, I found Francis such an interesting individual that I never made it to Northampton. I would like to share some of his comments, while interesting, did not fit within the context of this article:

Francis Tresham on the Norman Conquest

As we were driving past an old country church, I commented about its Norman architecture. Frances replied that "Some people think that English civilization began with the Norman conquest but most people agree that it merely put English civilization on hold for a few hundred years." I wasn't sure how to take that comment since

convention news

continued from page 4

<http://dragon.sadrian.ca/~015791c/woldcon/woldcon.html>
Puffing Billy Conductor:
Chris Knapp

Gamex

May 24-27, 1996
LAX Wyndham
Los Angeles
Info: Strategicon
818-848-1143
Puffing Billy Conductor:
Heather Barnhorst

Three Rivers Con

May 25-27, 1996
Pittsburgh, PA
Puffing Billy Conductor:
Peter Bromley

Twin Con 1996

May 26-27, 1996
Thunderbird Hotel & Convention Center
2201 E 28th St
Bloomington, MN
Puffing Billy Conductors:
Darwin Bromley
Trella Wilhite

Games Caucus II

May 26-27, 1996
Oakland, CA
Info: John Pava
175 Annapolis Dr
Claremont, CA 91711
Puffing Billy Conductor:
Jay Tummelson

BenCon 96

May 31-June 2, 1996
Stapleton Plaza Hotel
Denver, CO
An all benefit gaming convention
Info: whitet@csn.net
303-685-7062
Puffing Billy Conductor:
Heather Barnhorst

Dragon Con 96

June 20-23, 1996
Atlanta, GA
Puffing Billy Conductors:
Tom Smith
Jay Tummelson

continued on page 6

convention news

continued from page 5

KingCon 96

June 28-July 1, 1996
Hotel Courtney Bay
Saint John, NB
Canada
Info: Web Site
<http://dragon.acadiah.ca/~860473m/kingcon.html>
Puffing Billy Conductor:
Chris Knapp

Origins '96

July 4-7, 1996
Columbus Ohio Convention
Center
Columbus, OH
Info: Andon Unlimited
206-204-6815
Puffing Billy Conductors:
Heather Barnhorst
Kris Marquardt
and others

Gen Con Game Faire 1996

August 1996
MECCA Convention Center
Milwaukee, WI
Info: Gen Con
Puffing Billy Conductors:
Elaine Wordelmann
and others

RailCon '96

August 22-25, 1996
Eden Resort and Conference
Center
Lancaster, PA
Info: TGA
P.O. Box 461072
Aurora, CO 80046-1072
303-680-7624
tgatrains@aol.com
Puffing Billy Conductors:
Heather Barnhorst and other
TGA members

Remember: If you would like to run a Puffing Billy Tournament, you must contact the TGA first to have your PBT sanctioned. Advanced warning will also allow us to help publicize your tournament.

my English ancestors were Normans. I asked if he had ever played the game, **Britannia**? He responded, "Once, just once."

On His Trip to Origins

Francis said that everyone had told him that the train ride through Nebraska would be extremely boring. He said that if you've never seen it before it isn't boring at all. Unfortunately, Darwin Bromley (President of Mayfair Games, Inc) wanted to play train games all the way from Chicago to San Jose so his view of the scenery was somewhat limited. He also recalled a stop the train made in New Mexico where the temperature outside was somewhere around 110 yet the Native American merchants lined up on the platform to sell their wares didn't seem to notice. He thought that they must be used to the heat but he couldn't understand how, or even, why.

On Driving on the Wrong Side of the Road/Car

When he attended Origins in Michigan some years ago, Francis rented a car in Windsor,

Ontario and commuted to the convention in Detroit. He admitted that it was different to drive a car on the right side of the road while sitting on the left side. Having driven cars (and large trucks) in various places around the world, he said the only situation he had any problems with was driving an English-style car on the right side of the road. I found it interesting that large English trucks have the steering wheel on the left side so that the driver can better watch the edge of the road rather than the center.

... 1995 and a plethora of 18xx games to feed my addiction born that far away day in 1979. We, all of us, have come so far. As my day with Francis Tresham fades to a fond memory, the best way I can think of to end this article and to thank him for what he started is to return to him the toast he made to me during our lunch:

To your health, Sir.

Grist for the Mill

*Unto Us a
Child is Born.
And her name
shall be called...*

Margaret Avril Bell Houston
Born: 8 January, 1996 (3:10 pm)

7 lb., 7 oz. 20 1/2 inches

Parents:

Kathryn Fraser Bell (TGA
member)

David Vernon Houston

... Wonderful!

Mayfair Buys Freight Train

This just out from Mayfair. The paperwork has been signed and Mayfair Games, Inc. has acquired Freight Train from Alan Moon.

Mayfair says that they will work on redesigning the components so as to offer it to gamers at a much reduced price.

It couldn't happen to a better game!



Game

Variant

Pere Marquette: An 1830 Variant

by *Federico Vellani*

All the standard 1830® rules are to be used, with the additions and corrections noted in the following paragraph.

1.0 INTRODUCTION

The Railroad Corporations included in the game are nine, not eight.

2.0 PREPARING FOR PLAY

If playing with seven players, the banker shuffles the Priority Deal card with the place cards, and the player who gets it is considered the first player.

If playing with seven players, the Banker distributes \$2520 instead of \$2400.

The optional 6 Train is not optional, but must be used.

The Charters of Incorporation are nine, not eight.

7.0 RAILROAD OPERATIONS TRACK CONSTRUCTION

If playing with seven players the game starts with the player who received the Priority Deal Card.

18.0 RAILROAD OPERATIONS - TRACK CONSTRUCTION

All that is written about the Erie is to be applied to both the Erie and the PM. The base city of the PM is Detroit/Windsor (E5).

19.0 RAILROAD OPERATIONS - TOKENS

All that is written about the Erie RR (19.1) is to be applied to the PM, also.

1830 GLOSSARY

All that is written about the Erie RR (BASE CITY) is to be applied to the PM, also.

TABLE 2 - RAILROAD CORPORATION ASSETS

Players should add a new line:

PM - Pere Marquette - 4
Yellow and Blue - Detroit

TABLE 3 - CERTIFICATE LIMITS

These are the new limits:

# of Players	2	3	4	5	6	7
Max # of Certificates	32	22	17	14	12	11

TABLE 4 - TRAINS

The additional 6 train is mandatory, not optional.

The included sheet should be first covered with transparent adhesive plastic, then glued to a heavy, cardboard sheet and cut. Other methods of preparations such as lamination are also preferred.

Players are granted the right to photocopy game variant rules and components for game use.

© 1995 Federico Vellani

Mr. Vellani is a train game designer and our first Italian TGA member.

The Pere Marquette variant has been previously published.

RailCon '96

August 22-25, 1996

Eden Resort and Conference Center
Lancaster, PA

**Join us for the National Puffing Billy Finals--
the four day Train Game Conference and Competition**

Puffing Billy Masters Championship

Puffing Billy Open Championship

Team Championship

18xx Championship

Empire Builder International Championship
and the new Iron Man Competition!

TGA Annual Banquet and Train Game Awards
Demonstration Events
and Much More!!!

RailCon '96 Pre-Registration Form

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

E-mail: _____

TGA #: _____

- ☐ Please check if this is a new address
☐ Please check if you would like to volunteer

Please fill in all appropriate amounts and return this form (or a duplicate) with a single payment (check or money order) payable to the Train Gamers Association, Inc. Preregistration must be postmarked by August 15, 1996. Mail your preregistration form and payment to:

Train Gamers Association, Inc
P.O. Box 461072
Aurora, CO 80046-1072

Enclosed is my \$35 preregistration fee for RailCon '96.

Full Weekend Fee: _____

TGA Annual Banquet (\$25): _____

Total Cost: _____

I would like to join the TGA. I am enclosing my \$30 for a TGA membership. I understand that a TGA membership includes a TGA t-shirt, a membership pin, a subscription to the *Train Gamers Gazette*, access to the Train Gamers Directory, and the right to participate in the TGA Rankings system.

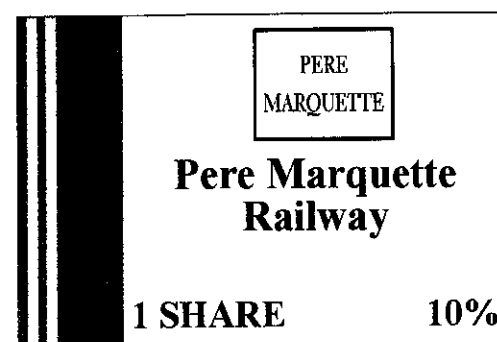
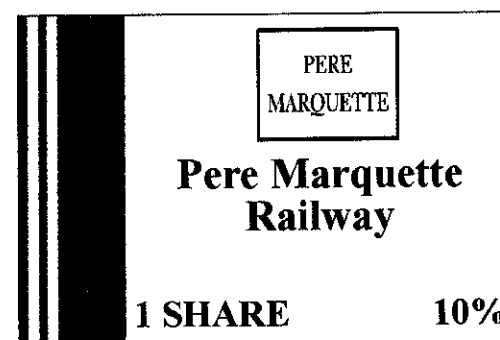
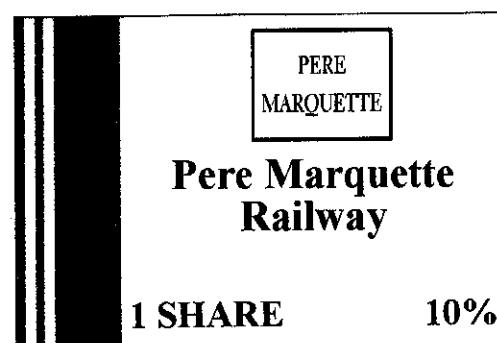
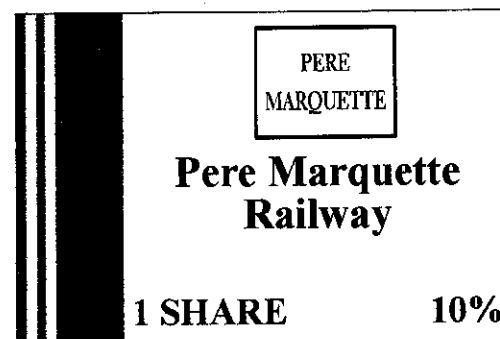
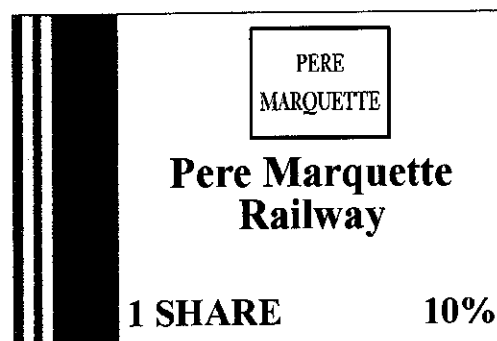
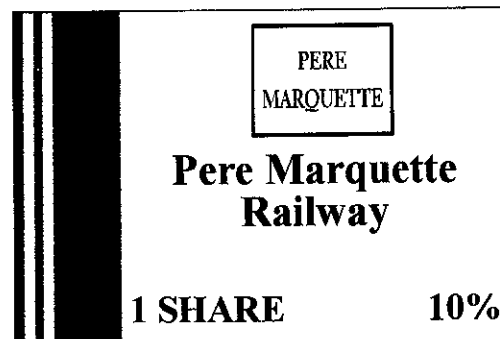
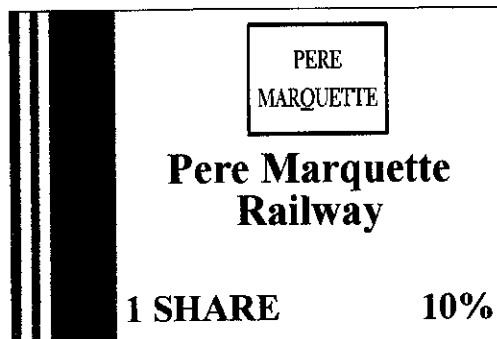
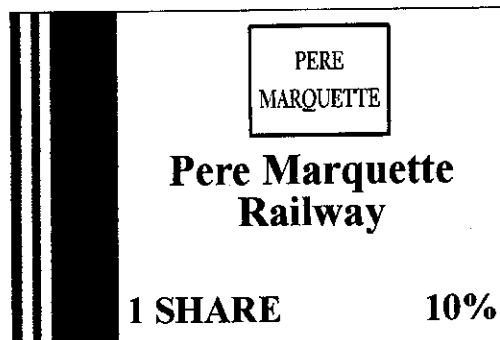
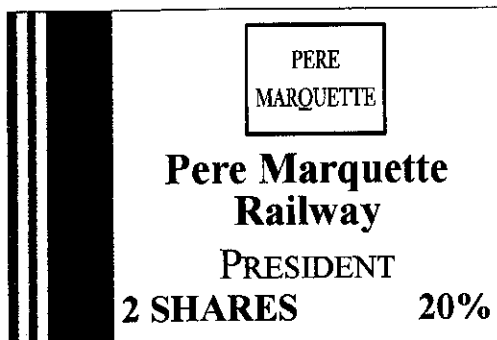
TGA Membership Fee: _____

T-Shirt: Lg: _____ Ex Lg: _____

Total Cost: _____

Total Payment enclosed: _____

PERE MARQUETTE - A 1830 variant by Federico Vellani



Pere Marquette Railway



Tokens:



FREE



\$40



\$100

Treasury:

Trains:

On Italian 18xx Gaming

by Federico Vellani

I would like to tell your American readers something about the F.G.I.F. (Italian 18xx train gaming association), its activities, and its methods developed in five years of competitive 18xx gaming.

The Percentage

Each player gets in each game a score (percentage) based on his/her final properties compared to the match winner: if in a particular game the match winner has a final score of \$8,716, each of the other players receives a percentage of his/her final score divided by 8,716 and multiplied by 1,000, while the winner gets a percentage of 3,000 minus the percentage scored by the second player. We think this is a good way to compare different matches.

The Double-Turn Tournament

Most of our 18xx tournaments are organized with the "double-turn" formula: we have a first turn of matches followed by a second (with the players shuffled as much as possible), then we sum the percentage of each player in each turn, and the player with the highest sum of percentage wins.

The Single-Turn Tournament

Some minor events have only a single turn, and the winner is the

player with the highest percentage.

The Elimination Tournament

The tournament held at the National Gaming Convention is usually organized as a single turn tournament, but the best five players play a final match.

The Tournaments

Our sixth gaming season (October 95 to September 96) will have a total of eight tournaments. The average 1830 tournament is attended by about 15-20 players, but some have had as many as 36.

The Championships

The most popular games (1830 and 1849/50 Sicily) have a multi-tournament championship, in which each player gets a score according to his/her position in each tournament (25 points to the winner, then 19, 14, 10, 7, 5, 4, 3, 2, and 1 for the tenth) multiplied by a factor (F.T. - Tournament Factor) determined by the attendance at the tournament (1 when there are less than 7 players, 2 from 7-12, 3 from 13-18, 4 from 19-24, 5 from 25-30, 6 from 31 upwards).

Some less important championships (1835 and 1856) are organized with a single tournament.

This issue we will highlight the Italian 18xx designer, Federico Vellani.

Mr. Vellani has designed three games since 1991.

1841 - The Game of Italian Railways

Formerly known as 1839. It is complicated and takes a lot of time to complete, but is very popular in Germany and has been reproduced until now in 141 copies. In Italy, it is played rarely.

1849 - The Game of Sicilian Railways

A small game previously named 1850 set in Sicily from 1850 to 1922. A good three player game. Has been reproduced in 115 copies and its popularity is rising in Italy where it is the only game, besides 1830, that is played regularly.

1827 - The Grand Game of American Railways

This is the first 18xx monster game and is in beta testing. Can be played using smaller scenarios. Mr. Vellani is looking to publish this game in a professional manner.

Future Works

Vellani is currently extracting from his work with 1827, a small game, called 1827 Jr.

He is also thinking of trying a commercial aviation game to be called 1945 and a complete reworking of 1841.

Federico Vellani has graciously consented to be the TGA's guest at RailCon '96. He has informed us that he hopes to bring with him some of his Italian 18xx associates.

continued on page 12

The Absolute Championship

At the end of the season each player receives a score determined by his/her position in each Championship (20 points to the winner, then 11, 7, 4, 2, and 1 for the sixth). The player with the best score wins the most important F.I.G.F. title.

The General Rating

The General Rating (C.G.) includes all the players with at least one victory in an official match.

Each winner gets a score determined by multiplying the F.T. of the tournament won by another factor. (F.A. - Year Factor) which every year increases by 10% (the F.A. for 1991 was 100, then 110, 121, 132, 146, etc.). So if one wins an F.T. 4 tournament in 1995, he/she gets 146x4=584 points in the C.G. The winner of each Championship gets a similar score but the F.T. is fixed every season depending on the importance of the event (this season every Championship gets a 4 F.T.), while the winner of each match gets a score depending on the year (12 in 1993, then 13, 15, etc.).

Every year a special 4 F.T. event is held among the best five players on the C.G. (the "Top Five"), while the first player on the C.G. receives the honorific title of "Master of the Iron Horse" (this derives from the Latin "Magister Equitum").

18xx PBM

This has been the most important activity of the F.G.I.F. during the first years, but it is now rapidly ending its useful life. I think it will be completely replaced by a more modern PBEM activity from the next

season on.

Cdf&fdb

Cavalli di ferro & facce di bronzo (Iron Horses & brazen faces) is our official fanzine, with about nine issues every year. Written, of course, in Dante's language.

The Italian Way of 1830 Gaming

We know you usually complete an 1830 match in less than four hours, but nobody in Europe is able to understand how you can accomplish this, as we usually complete an 1830 game in six or seven hours, and our British, Dutch, and German friends all have a similar score. Do you have some particular "house rule" that helps in shortening the game?

(Editor's Note: I replied that I thought the American/Canadian style of play encourages bankruptcies, etc)

The F.G.I.F. allows each player to use every kind of playing aid, as long as, it does not slow the game now does it disturb the other players. Almost all the people use a more or less sophisticated pocket calculator, a sheet of paper, and a pencil.

The amount of money contained in a particular treasury (personal or corporate) is not secret, and a player can always ask how much money another player or corporation has (this usually does not happen more than a couple times during a single match).

Our tournaments are open to all the people who want to play, without anything like your "open" level, but the players not included in the C.G. (the ones that have never won an official match) are evenly divided among the tables. This sometimes can cause some distortion in a match result, but helps in the rapid building up of a newcomer's capability.

18xx variants

Mr. Vellani has kindly sent us a list of 18xx variants by European designers which, he says, 'can be of interest to... rail gamers in the New World.'

1829 Express: Official variant of 1829 northern Board

1829 Intercity: By Han Heidema. Played on both the 1829 northern and southern boards, along with the 1829 Express variant

1829 Lemmings Express: By the famed Stuart Dagger. Allows 1829 to be played in four to five hours

1830 Huron & St. Lawrence: Adds a new corporation based in hex C7 to 1830. Minor modifications to the map and adds new "7" trains.

1831: by Auke Stegnik. Revised by Han Heidema. Map covers southeastern U.S.

1832: by Michael Liebetanz. An 1830 clone covering France

1835: By Klaus Jurgen Fleischer. An 1829 clone covering former West Germany

1837 (2): By Klaus Jurgen Fleischer. An 1829 clone covering the former Austro-Hungarian Empire.

1853 Refitted: By Stuart Dagger and Steve Jones. Variant for the Imperial India Game.

1839: By Theo Jansma. An 1830 clone covering the Netherlands. Not the 1829 clone by Paul Stoutbard and Rob van Wijngaarden

1850 Jr.: By Fabio Pellegrino and his Palermo group. An 1830 variant of Vellani's 1849

1899: By Ingo Meyer. An 1830 clone covering the Korean Peninsula and portion of China

1966: By Rolf Dieter Fendler. Derived from 1829. Covers the Stadtbahn of West Berlin

1837: A Review

Designed and published by Leonhard Orgler. Game review: Colin Barnhorst.

The Setting.

1837 is set in the Austro-Hungarian Empire of the 19th and early 20th centuries. Austria-Hungary consisted of the present territories of Austria, Hungary, the Czech Republic, Slovakia, Slovenia, Croatia, Bosnia, southern Poland, and Transylvanian Romania. As reflected in the game, Austria-Hungary also held a portion of northern Italy before Italian unification. Austria-Hungary was a dual monarchy with kings in Austria and Hungary. The Austrian king was also the emperor. In general, Austria ruled the northern territories and Hungary the southern. Bosnia was an Imperial territory. This complex political structure results in a correspondingly complex game design.

The Game Components.

Physically, the game comes in a brown box with dozens of sheets of components,

including:

1. Map sections covering all of Austria-Hungary.
2. Private company, coal road, minor company, and stock company certificates, charters and tokens.
3. Yellow, green, and brown track tiles
4. Passenger and Freight train certificates.
5. Money (in Crowns).
6. A stock value chart.
7. An initial offerings chart.
8. Rule book, with graphical tile upgrade chart.
9. Conference Map.
10. A bag of colored plastic tokens.

The components must be cut and mounted before play.

The Rules.

In his rules, Orgler acknowledges the close affinity between the game systems of 1837 and 1835. For readers who have not played 1835, the central theme is the emergence of state railroads from collections of minor roads and nationalized stock companies. 1835 has one such state railroad, the Prussian State Railway. 1837 has three: the Imperial State Railway, the Hungarian

Railway, and the Southern Railway. The emergence of the state railways is the central fact with which the players must contend.

In addition to the three state railways, 1837 has seven stock companies, eleven minor companies (all precursors to the state railways), fourteen coal roads, and a collection of private companies. All but the private companies can own trains and lay track. The coal roads can only operate freight trains (called in the English fashion, "Goods Trains"). Each coal road is associated with a mining hex and reserves its owner a share in one of the stock companies. Each coal road must eventually close, activating its owner's reserved share of public company stock. In a similar way, each minor company reserves to its owner shares in the state railways and eventually close. There is a close relationship between these reserved shares and capitalization of the stock companies. The specific game events that lead to the exchanging of shares and the floating of the respective companies are controlled by the sales of the passenger trains.

The initial stock round is set out, like 1835, with a start packet of private and minor company certificates. Rather than players bid-

the manifest

Important Warning!!!

Please be aware that in the past few months, several conventions have attempted to run Puffing Billy Tournaments™ without first having them sanctioned through the TGA. In fact, they never intended to do so and were simply using the name to get more train gamers to attend.

Unfortunately that means that these tournament winners will not receive credit for their wins with the TGA nor will any TGA member receive ranking points from these false PBTs. If you believe that you have been a victim of one of these scams, please inform us so that we may take the appropriate legal steps. The only organization allowed to sanction and run PBTs is the TGA.

• • •

This one out of Arvada CO:

Looking for a train game in the greater Denver area? There is a group of diehard train games that meets every Sunday at The War Room (a game store) at 7705M Wadsworth Blvd in Arvada. The telephone number there is 303-424-2450 and the games usually run from noon to 7pm. If you need further information, call Dean Washburn at 303-451-8243.

ding on certificates, the players pass and the certificates are discounted until they find buyers.

The train table is more complex than in most 18xx games, with twelve types of passenger trains (from 2-trains to 5+4-trains) and four types of freight trains (from 1G-trains to 4G-trains). To further keep players on their toes, not all types of railroads are required to own a train or even to own a train at the same point in an operating round.

Impressions.

The conference map is a nice feature, as is the graphical upgrade chart with its miniature tiles. Next to the map, which is very striking, the stock value chart is the most eye-catching. The chart is a grid of hexagons and share value markers can move in all six directions. In general, though, the stock market philosophy is close to 1830, except that the share value tokens are adjusted only one cell per sale, regardless of the number of shares sold in a block.

The tile philosophy is essentially drawn from 1829. 1837 uses the venerable #12 and #13 tiles and upgrades common to 1829 and

1825. As in 1835, there is a great variety of city tile upgrades. It seems that there is a tile and train for every occasion. This writer questions the need for atomizing the tile and train rosters, but the use of these in the game is well integrated.

Conclusions.

As the reader will learn from play, 1837 is a complex game. That it plays well is a tribute to Orgler's care in the research and design. This one is a labor of love. 1837 is best played with five or more players. Allow six to eight hours.

In spite of a lot of pre-engineering of mergers and other events which most games leave to player discretion, the game plays smoothly and is not as difficult to learn as the massive set of components suggests.

The price is \$37 (natch!). One cannot do better in 18xx gaming for the money. Buy it if it comes your way.

Editor's Note: 1837 is produced by Hans Im Gluck.

Colin Barnhorst has reviewed train games for the TGG in the past and is a well-respected TGA member.

tga rankings

The first number indicates lifetime points and the second number indicates how many points each train gamer has accrued for this year (starting with RailCon 95)

	Lifetime	YTD
Anthony Carver	38	13
Edward Hewlett	30	6
George Tertvsnjy	27	3
Dave Lionett	23	10
Jeff Jackson	15	6
Eric Verheiden	13	2
Gordon Waddington	12	4
Bernard Norton	11	0
Chuck Finger	10	6
John Puddifoot	9	1
Mike Massullo	8	0
Mark McFadyen	8	3
Matt Godlewski	7	7
Ron Kessler*	7	7
Thomas Viltroy*	6	3
Tony Smolek	5	0
Dean Washburn	5	5
Trella Wilhite	4	1
Ken Bachman*	3	0
Carl Burger	3	3
Rod Cross*	3	0
Kristopher Marquardt	3	3
Wayne W. Williams	3	2
Chris Acreman	2	2
Lergh Hyde	2	2
Mark Kauppila*	2	0
Charlie Johns	1	1
Edward Kazzimir	1	1
David Mitton	1	1
Bill Peeck	1	0
Les Sand	1	1
Nathan Wagner	1	0
Jeremy Vipperman*	1	0
Alasdair Burton*	0	5
Carol Ann Burton*	0	9
Donald Bungle*	0	6
William Gallagher*	0	2
Todd Godlirsch*	0	6
Aaron Hahn*	0	3
Steve Klein*	0	4
Judy Lo*	0	1
Teddy Pelchat*	0	1
Steve Robinson	0	1
Arvan Van Zante*	0	4
David Zykowski*	0	1

* Denotes train gamers who are not TGA members.

Puffing Billy

Tournament Results

The Ed Hewlett Invitational

Thanksgiving Weekend 1995

Number of Participants: 21

Puffing Billy Conductor:

Ed Hewlett

Puffing Billy Champion:

Ed Hewlett (10.938) — 2 pts

Trella Wilhite (10.841) — 1pt

Sunquest '96

January 5-7, 1996

Orlando, FL

Number of Participants: 14

Puffing Billy Conductors:

Darwin and Peter Bromley

Puffing Billy Champion:

Les Sands -- 1 pt

WinterCon 96 Gamefest

January 20, 1996

Metro Detroit Gamers

Lincoln Park, MI

Puffing Billy Conductor:

Ed Hewlett

Results Not Reported

Round Con 1996

February 2-4, 1996

Columbia, SC

Number of Participants: 11

Puffing Billy Conductor:

Trella Wilhite

Puffing Billy Champion:

Teddy Pelchat -- 1 pt

Winter Wars XXIII

February 2-4, 1996

Champaign, IL

Puffing Billy Conductor:

Results Not Reported

Winter Fantasy 96

February 9-11, 1996

Milwaukee, WI

Number of Participants:

Under 20

Puffing Billy Conductor:

Peter Bromley

Puffing Billy Champion:

Anthony Carver — 1 pt

Tournament Winners

Empire Builder: Anthony

Carver

1870: Richard Brown

Iron Dragon: Anthony Carver

Express: Pat Brown

Eurorails: Trella Wilhite

Rail Baron: Anthony Carver

Genghis Con XVII

February 15-18, 1996

Denver, CO

Number of Participants: 47

Puffing Billy Conductors:

Heather Barnhorst

Peter Bromley

Puffing Billy Champion:

Anthony Carver (12.624)

— 3 pts

Chuck Finger (12.622) — 2 pts

Wayne W. Williams (12.507)

— 1 pt

Empire Builder International Champion:

Eric Verheiden

18xx Champion:

Anthony Carver

Tournament Winners

Freight Train: Chuck Finger

Santa Fe: Wayne W. Williams

Railway Rivals:

Wayne W. Williams

Rail Baron: Ryan Kelley
Empire Builder: Chuck Finger
Iron Dragon: Eric Verheiden
1830: Ian Booth
18GM: Peter Sartucci
Silverton: Chuck Finger

Orcon 1996

February 16-19, 1996
Los Angeles, CA
Number of Participants: 82
Puffing Billy Conductors:
Tom Smith
Todd Vander Pluym

Puffing Billy Champion:

Carol Ann Burton (8.489) --5 pts

Nancy Ballard (7.299) -- 4 pts
Aaron Hahn (5.638) -- 3pts
Bill Gallagher (5.175) -- 2 pts
David Zykowski (4.498) -- 1pt

Tournament Winners

1830: Todd Vander Pluym

1835: Joe Gray
1856: Gary Norton
1870: Louis Newman
Empire Builder:
Carol Ann Burton
Eurorails #1: Jim Foster
Eurorails #2: Winton Lemoine
Express #1: Amei Lasselter
Express #2: Paul Bonday
Iron Dragon: Rob Reuben
Empire Builder Internat. #1:
J.C. Kern
Empire Builder Internat. #2:
Aaron Hahn
Rail Baron: Jim Munson
Silverton: Nancy Ballard

Concentric

February 1996
Number of Participants:
Unknown
Puffing Billy Conductors:
Unknown

Results Not Reported

Total Confusion X

February 22-25, 1996
Marlboro, MA
Number of Participants: 42
Puffing Billy Conductors:
David Mitton
Jay Tummelson

Puffing Billy Champion:

Dave Lionett (12.2119) -- 3 pts

Anthony Carver (12.1309)
-- 2 pts
Edward Hewlett (12.1199)
-- 1pt

Tournament Winners

1830: Frank Rettich
18xx: Carl Burger
Empire Builder: Bruce Lavoie
Empire Builder International:
Edward Hewlett

RailCon '96 Rolling Along

We already have registrations for RailCon '96!

- Franco Vellani (Italy)
- Leigh Hyde (Australia)
- Sandra Hyde (Australia)
- Mike Massullo (Canada)
- Bill Wordelman (Illinois)
- Elaine Wordelman (Illinois)
- Darwin Bromley (Illinois)
- Peter Bromley (Illinois)
- Jay Tummelson (Illinois)
- Trella Wilhite (Illinois)
- Kristopher Marquardt (Colorado)

- John Olsen (Texas)
- Jonathan Flagg (California)
- Mark J Smith (Virginia)
- Anthony Medici (New Jersey)
- David Mitton (Massachusetts)
- Dave Lionett (Massachusetts)
- Jeff Jackson (Wisconsin)

Of course, Anthony Carver, RailCon '95's Puffing Billy Champion, will be attending. Who will knock him from his throne and take his place?

Errata for 1835 Share Start Packet

The price for the Leipzig-Dresdner Bahn/SX-Directorshare was listed incorrectly in the Winter Issue of the Train Gamers Gazette. Of course, this affects the play of the game so please make the appropriate change.

The Leipzig-Dresdner Bahn/SX-Directorshare should be priced at \$155, not \$80.

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Miniatures Cards

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Aurora, CO 80046-1072

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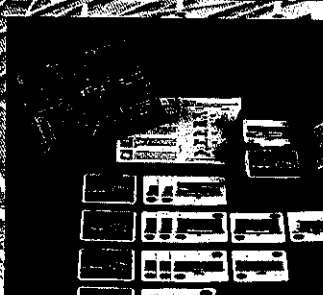
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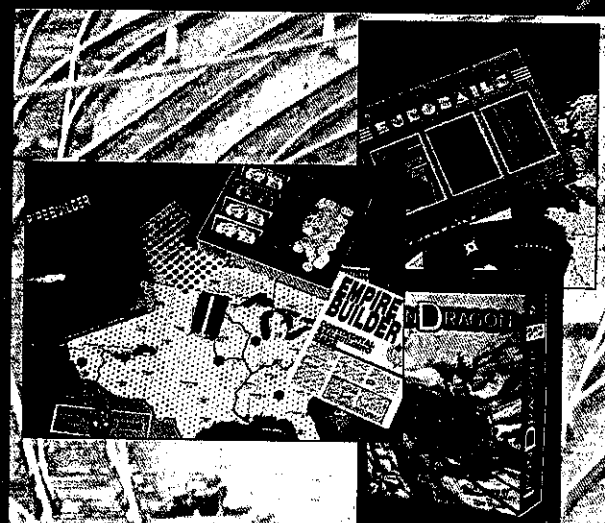


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